

## **PROJECT DESIGN INFORMATION MEMO - Roadway**

Project Number \_\_\_\_\_  
Project Name \_\_\_\_\_  
Prepared By \_\_\_\_\_ Date: \_\_\_\_\_  
Reviewed By \_\_\_\_\_ Date: \_\_\_\_\_  
Last Update By \_\_\_\_\_ Date: \_\_\_\_\_

### **PROJECT SCHEDULE**

PS&E Plan Submittal \_\_\_\_\_  
Estimated Construction End Date \_\_\_\_\_

### **PROJECT DESCRIPTION** - Project Scope of Work, Location, and Limits:

- *Project Location and Limits / Specific Beginning and End, Length, General Description Distance to extend project on side streets / Mainline Project Length*
- *Project Scope, Purpose and Need - Objectives to accomplish / Any Specific Requirements*
- *Scope of Work – (Grading, Paving, Storm Drainage, Wastewater, Water, Lighting, Traffic Signals, Landscaping, Pavement Marking, Signing, Erosion Control, Street Lighting, etc.)*

**DESIGN CRITERIA** City of Lincoln; AASHTO; and Nebraska Board of Public Roads Design Standards will govern the design of this project. The following are the proposed roadway design controls for the project:

**City of Lincoln Classification:** Arterial or Residential  
**AASHTO Classification:** Urban, Principal Arterial  
**Board of Public Roads Standard:** Municipal State Highway

Roadway :	Primary Roadway #1	Roadway:	Other Major Roadway
Design Speed:	50 m.p.h.	Design Speed:	35 m.p.h.
Posted Speed:	45 m.p.h.	Posted Speed:	30 m.p.h.
Design Vehicle:	WB-50; B-40	Design Vehicle:	B-40

**Typical Section:** See Attached Proposed Roadway Typical Section(s) labeled "Exhibit TYP-1; TYP-2"

### **Horizontal Parameters:**

Horizontal Alignment: Centered along the Section Line

Minimum horizontal curve radius:

Intersection Sight Distance: XXX Feet\*

\* Based on the four-lane, left turn condition with stop control on crossroad.

Curb Return Radii:

Roadway Transition Taper Rate:

Lateral Obstacle / Clear zone requirements: Minimum obstacle clearance as measured from the back of curb to the obstacle shall be 6'-0".

Superelevation: ☐ Yes ☐ No Superelevation Transition Run-Out Method:

### **Vertical Parameters:**

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Version 1.0

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Minimum vertical curve values: "K" Sag \_\_\_\_\_ "K" Crest \_\_\_\_\_ Mainline SSD \_\_\_\_\_ Feet  
 Minimum Profile Grade = 0.5% Maximum Profile Grade = 5.0% with 3.0% maximum required near intersections within 130' of the nearest curb line of the intersected roadway.

### TRAFFIC

<i>Description</i>	<i>Volume</i>	<i>Year</i>
Existing Average Daily Traffic (ADT)	15,000 ADT	2005
Projected Average Daily Traffic (ADT)	35,000 ADT	2030
Design Hourly Volume (DHV)	3,750 DHV	2030
Percent Trucks (Existing / Future)	5% (2003)	10% (2030)

Through traffic to be accommodated during construction: ☐ Yes ☐ No

If No, Possible Detour Route(s): \_\_\_\_\_

Special access issues to be aware of: \_\_\_\_\_

Lane closures allowed during peak hours: ☐ Yes ☐ No If yes, document approval \_\_\_\_\_

**Intersection Information** - See Attached Proposed Intersection sketches labeled "Exhibits INT- X & Y"

Intersection Location	Signal with construction	Set up for future	RI	RO	LI	LO	Change from Existing? / Comments
75 <sup>th</sup> & Apple	Yes	n/a	Y	Y	Y	Y	YES; No signal existing
75 <sup>th</sup> & Orange	No	Yes	Y	Y	Y	N	YES; LO currently allowed
Kiwi & Banana	No	No	Y	Y	N	N	YES; See Supplemental

### **STORM DRAINAGE**

Pavement Runoff Design Storm \_\_\_\_\_

Bridge/Culvert Design Storm \_\_\_\_\_

Hydraulic Design Method \_\_\_\_\_

Flood Standard ☐ New Growth ☐ Existing Urban Area (as of 5/25/2004)

Major Stream Crossing: ☐ Yes ☐ No

### **RIGHT OF WAY**

Proposed Right of Way Width: 120 feet with 130 feet at right turn lanes 6 feet additional for trail

ROW Acquisition Anticipated: ☐ Yes ☐ No Estimated Number of Tracts \_\_\_\_\_

Permanent Easements Anticipated: ☐ Yes ☐ No Estimated # of Tracts \_\_\_\_\_ **PE Only**

Temporary Easements Anticipated: ☐ Yes ☐ No Estimated # of Tracts \_\_\_\_\_ **TE Only**

Control of Access Required: ☐ Yes ☐ No Estimated Total Tracts \_\_\_\_\_ \*

Relocations Required: ☐ Yes ☐ No \* Tracts + PE Only + TE Only

Replacement of Utility Easements^ ☐ Yes ☐ No ^See Stakeholder Checklist for Specifics